

AMENDMENTS TO THE SPECIFICATION:

Please **amend paragraph [0015]** as follows:

AN [0015] In order to achieve the object described above, in ~~an~~ a vehicle having a riding space for an occupant, the shock absorbing structure for the vehicle according to the present invention comprises a bumper member extending substantially along the length of the vehicle under or by the sides of the riding space for receiving an external force heading from the front to the occupant, and a shock absorbing member connected at the rear ends of the bumper member.

Please **amend paragraph [0026]** as follows:

AN [0026] By forming the two ~~member~~ members of foamed resin of the same material in different densities, the crushing features of two members may be differentiated. The crushing features of the two members can be differentiated relatively easily because it is achieved only by making the density of the foamed resin different.

Please **amend paragraph [0056]** as follows:

AN [0056] As a ~~consequent~~ consequence, deformation of the cabin 29 defined mainly by the floor 27, the roof 26, the supporting members 25, 25, the front members 24, 24 is prevented and thus the riding space of the occupant M may be maintained.

Please **amend paragraph [0058]** as follows:

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[0058] The total amount of movement of the bumper member for maintaining the riding space is preferably from the front end of the vehicle body to the front end of the riding space. Therefore, by determining the effective crushing length L1 of the impact absorbing member 42 as the length from the front end of the two-wheel vehicle with a cabin 10 (vehicle body) to the front end of the cabin 29 (riding space), the total amount of movement allowed for maintaining the cabin 29 is given to the bumper member 41. As a ~~consequent~~ consequence, when the impact load is exerted on the two-wheel vehicle with a cabin 10, the impact load is efficiently absorbed.


Please **amend paragraph [0067]** as follows:

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[0067] As a ~~consequent~~ consequence, deformation of the cabin 29 defined mainly by the floor 27, the roof 26, the supporting members 25, 25, the front members 24, 24 is prevented and thus damage on the cabin 29 as a riding space for the occupant M may be minimized.


Please **amend paragraph [0075]** as follows:

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[0075] According to the present invention, since the effective crushing length of the shock absorbing member is the length from the front end of the vehicle body to the front end of the riding space, the total amount of movement allowed for maintaining the riding space may be given to the bumper member. As a ~~consequent~~ consequence, when an impact load is exerted on the vehicle, the impact force is efficiently absorbed.


Please **amend paragraph [0083]** as follows:

 [0083] In the shock absorbing structure 125, the front end of the frame body 121 projects forwardly from the front wheel 113 by a length ~~L1~~ L3.

Please **amend paragraph [0097]** as follows:

 [0097] Foamed resin is a material that is available relatively easily, and the cost thereof is relatively low. As a ~~consequent~~ consequence, the cost of the upper and lower shock absorbing members 126, 127 can be reduced.

Please **amend paragraph [00109]** as follows:

 [00109] The front ends of the upper and the lower frame bodies 145, 147 of the shock absorbing structure 140 project forwardly of the front wheel 113 by a length ~~L2~~ L4.